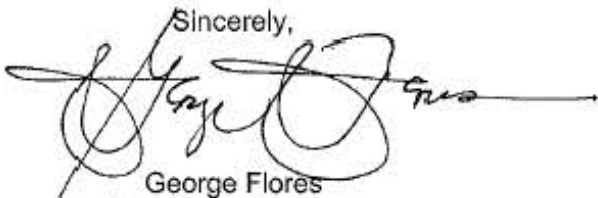


Page 2
Amy Edwards
October 28, 2003

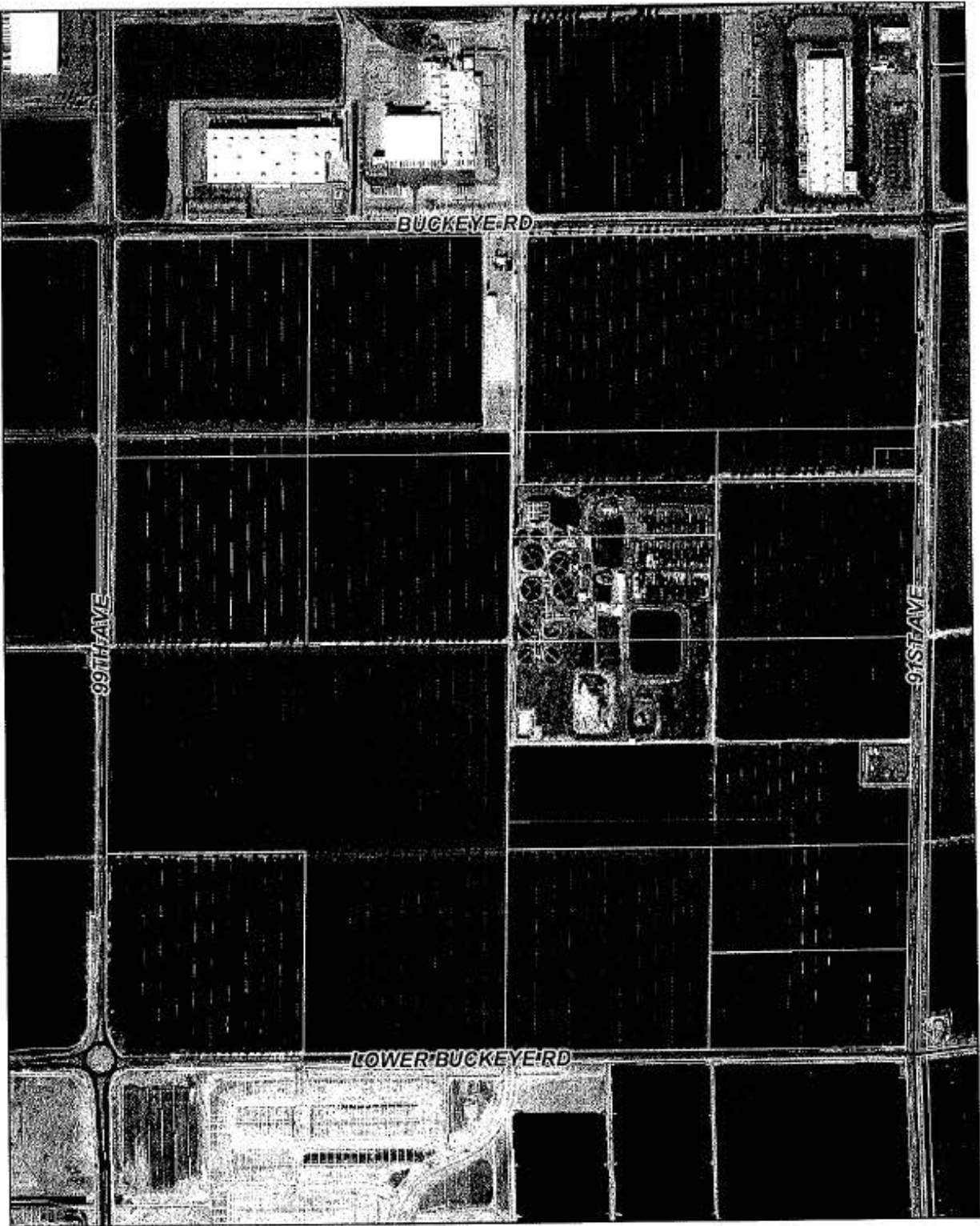
downtown. Land use planning in Phoenix has incorporated this freeway alignment to achieve the potential for commercial and employment centers. Commercial core locations have been planned along this alignment that will tie into street improvement projects, bettering circulation opportunities in the City's boundaries.

If you have questions, please contact Mark Leonard, Public Works Director, at 602-256-5662 or me at 602-262-7466.

Sincerely,

George Flores
Deputy City Manager

Enclosure

- c: Mr. Lingner, Council District 7
Ms. Bilsten, Council District 3
Mr. Fairbanks, City Manager's Office
Mr. Leonard, Public Works
Mr. Richert, Planning
Mr. Callow, Street Transportation



1,000 500 0 1,000 Feet



Aerial Photo: November, 2002



City of Phoenix
PUBLIC TRANSIT DEPARTMENT

July 22, 2004

Mr. Floyd Roehrich, Jr., PE
Senior Project Manager
South Mountain Corridor Study
Arizona Department of Transportation
205 South 17th Avenue 614E
Phoenix, AZ 85007

Dear Mr. Roehrich:

As the City of Phoenix Public Transit Department looks to expand service to the southwestern portion of the city, we will be attempting to secure property for a passenger facility along the future South Mountain Freeway Corridor with convenient freeway access. Being on the inbound side with convenient access and the ability to construct a bus only slip ramp, Public Transit has a strong interest in the northeast quadrant of the future Baseline Road/South Mountain Freeway interchange. Staff has attended project meetings and is fully aware of the ongoing study and stakeholder involvement to determine a final alternative.

The Public Transit Department would like to work with ADOT in securing land and integrating a future facility in the Design Concept Report (DCR), Environmental Impact Statement (EIS) and study for this corridor.

The City of Phoenix Public Transit Department looks forward to continuing its relationship with ADOT and improving mobility in the Valley. If you have any questions, please contact me at (602) 262-7240.

Thank you for your assistance.

Sincerely,

Mark Melnychenko, AICP
Principal Planner

c: Reed Caldwell
Raimundo Dovalina
Bill Vachon



Public Transit: It's How You Get There

302 North First Avenue, Suite 900, Phoenix, Arizona 85003 602-262-7242 FAX: 602-495-2002

Recycled Paper



City of Phoenix

OFFICE OF THE CITY MANAGER

December 14, 2004

**VIA HAND DELIVERY
AND U.S. MAIL**

Mr. Kenneth Davis
District Engineer
Federal Highway Administration
One Arizona Center
400 East Van Buren
Suite 410
Phoenix, AZ 85004

Re: South Mountain Corridor Economic and Social Impact Analysis

Dear Mr. Davis:

For information and use by the Federal Highways Administration and the Arizona Department of Transportation, enclosed please find an economic and social impact analysis for the South Mountain Corridor Environmental Impact Statement. This fiscal, economic, and social impact analysis includes criteria that the city believes is important to the EIS. **We strongly urge you to use similar tax, employment and detailed land use assumptions.**

In addition, we didn't estimate the revenues or losses to the city from permitting, development or impact fees. Significant changes in land uses as a result of alternative alignments may materially affect the city's ability to collect such fees.

Sincerely,

Bridget Schwartz-Manock
Management Assistant

Attachment

cc: Victor Mendez, Director, Arizona Department of Transportation
Shannon Wilhelmsen, Director, Communication and Community Partnerships Department, Arizona Department of Transportation
Amy Edwards, Transportation Engineer, HDR
Daniel Brown, Assistant City Attorney, City of Phoenix
Tom Callow, Director, Streets Department, City of Phoenix
Joy Mee, Assistant Director, Planning Department, City of Phoenix
Paul Katsenes, Deputy Director, Community and Economic Development, City of Phoenix
Norris Nordvold, Director, Intergovernmental Programs, City of Phoenix
Ralph Velez, City Manager, City of Tolleson

200 West Washington Street, 12th Floor, Phoenix, Arizona 85003 602-262-6941 FAX: 602-261-8327
Recycled Paper



June 23, 2005

Mr. Dan S. Lance
Deputy State Engineer
Arizona Department of Transportation
206 S. 17th Avenue
Mail Drop 102 A
Phoenix, Arizona 85007

Dear Mr. Lance: *Dan*

The purpose of this letter is to thank you and your consultant for the presentation made to City staff on May 25 and to provide several comments on the South Mountain Freeway, SR 202 L project as a follow up to that presentation.

As you know, the City firmly supports the W 55 alignment (the original alignment approved in 1985 prior to the vote for Proposition 300). The Phoenix City Council passed Resolution 20029 on December 17, 2003, affirming this support.

The City Council and management remain gravely concerned that no agreement has yet been reached with the Gila River Indian Community regarding the study of alternative alignments for the Pecos Road segment of the freeway. The City is ready to lend any assistance within its power to facilitate such an agreement.

We understand that a number of 4(f) properties and/or facilities lie adjacent or near the W 55 alignment. The City Historic Preservation Office will assist in any manner deemed useful in resolving alignment considerations affected by these, and we will assist, where feasible, in working with ADOT and FHWA on these matters.

The City is pleased that alternative vertical alignments for the freeway, both south of the Salt River and along the Pecos Road alignment, are being considered. We are intensely interested in reviewing the evaluations of the depressed and semi-depressed options in these reaches, particularly where the freeway abuts residential development.

Property access adjacent to future interchanges is a concern. We understand and agree with the current ADOT policy of restricting access on the cross street within 300 feet of interchanges and will endeavor to be consistent in this policy as

200 West Washington Street, 12th Floor • Phoenix, Arizona 85003 • 602-262-6941 • FAX: 602-261-8327
Recycled Paper

our staff reviews new developments. However, we expect ADOT to be flexible in the application of this policy when doing so would result in extreme hardship to the affected property.

Traffic operations along arterial streets that interchange with the freeway are also of concern, and we earnestly request that ADOT maintain a minimum one-quarter mile separation between the interchange traffic signal(s) and the nearest adjacent existing or likely to be signalized intersection. It appears that the W 55 alignment does maintain this separation.

We appreciated the opportunity for City staff from the City Manager's Office and several departments to receive the briefing provided on May 25 and ask that further updates on this vital project be provided to this same group at appropriate times.

Sincerely,
Thomas E. Callow
Thomas E. Callow, P.E.
Senior Executive Assistant to the City Manager

R:Callow/Dan Lance ltr 6 23 05.doc

C: Bridget Schwartz-Manock
David Richert



Doug Lingner
Councilman
doug.lingner@phoenix.gov

Council District 7
(602) 262-7492
Fax: (602) 534-4816

October 14, 2005

Graig Echeveste
Assistant
craig.echeveste@phoenix.gov

Dear Neighbor:

As your City Councilman, it is my duty to deliver this important message about the South Mountain Freeway Alignment Proposal. I need your help because the residents of Laveen and Estrella Villages will play a key role in the decision process.

I am requesting your support for the freeway plan that will guarantee access for Laveen residents. For over twenty years, the City of Phoenix has protected a corridor for a freeway alignment which will connect Laveen residents to the I-10 Freeway. This important access makes it possible for a commercial core to develop along this freeway. The major retailers and restaurants that Laveen and Estrella residents need will not be possible unless this alignment is built. Unfortunately, a Federal Study is forcing the State Department of Transportation to consider other alternatives that will stop retail development and economic growth in your area.

The enclosed survey offers three different alignments to choose from; Loop 101, 71st Avenue, and 55th Avenue. The 55th Avenue alignment insures commercial and much needed retail development in the area, as well as providing a convenient access to the I-10 Freeway. The 55th Avenue alignment also has been approved by the voters of Maricopa County in two elections.

Please join me in supporting the future of Laveen and Estrella by filling out the enclosed survey form and by selecting the 55th Avenue alignment. A return envelope has been included for your convenience.

Thank you for your participation.

Sincerely,

Doug Lingner
Councilman
District 7

Enclosure

200 West Washington Street, 11th Floor, Phoenix, Arizona 85003-1611

Recycled Paper



Survey & Comments

1. The South Mountain Freeway is a very important part of the regional transportation system. 1 2 3 4 5
2. Based on future traffic projections there is a clear need for the freeway. 1 2 3 4 5
3. The alternatives identified by the study team are the most appropriate alternatives to be considered. 1 2 3 4 5
4. Connecting the freeway at Loop 101 should be considered a viable alternative for further study. 1 2 3 4 5
5. Connecting the freeway at 71st Avenue should be considered a viable alternative for further study. 1 2 3 4 5
6. Connecting the freeway at 55th Avenue, the 1988 alignment, should be considered a viable alternative for further study. 1 2 3 4 5
7. Connecting the freeway to Pecos Road on the east should be considered a viable alternative for further study. 1 2 3 4 5

8. Comments about the westside alternatives: _____
9. Comments about an eastside connection: _____
10. Other comments: _____

Name: _____ Please return completed form before leaving the meeting or return to:

Address: _____

City: _____ State: _____ ZIP: _____

E-Mail: _____

South Mountain Corridor Team
HDR, Inc.
3200 E. Camelback Rd., Ste. 350
Phoenix, Arizona 85018-2311

www.SouthMountainFreeway.com E-mail: SouthMountain@dot.state.az.us Project Information: 602-712-7006



December 27, 2005

Mr. Victor M. Mendez, Director
Arizona Department of Transportation
205 South 17th Avenue
Room 135A
Mail Drop 100A
Phoenix, Arizona 85007

Re: Proposed Alignment for Arizona Department of Transportation (ADOT) Loop 202 Freeway
Near the 91st Avenue Wastewater Treatment Plant

Dear Mr. Mendez:

The City of Phoenix Water Services Department has a concern with one of the Loop 202 Freeway alignment alternatives currently being considered by ADOT. The proposed alignment of concern is currently named the "Loop 101 alignment" which proposes several alternative routes to connect to the I-10 Freeway at the 99th Avenue/101 Freeway alignment. Specifically of concern are the two alternatives that cross directly through the 91st Avenue Wastewater Treatment Plant. Due to the vital nature of this facility to the continued growth and environmental compliance of the Phoenix metropolitan area, the City would like to weigh in on this matter.

The 91st Avenue Wastewater Treatment Plant (Plant) is owned by the cities of the Sub-Regional Operating Group, namely Glendale, Mesa, Phoenix, Scottsdale, and Tempe. For all five of these cities, the continued operation and expansion of the Plant is necessary to support the existing population and new growth for the Phoenix Metropolitan area. The financial expenditures put into this Plant since its inception in the 1950's represents a significant investment into the future of our community, and one that needs to be maintained. Potential conflicts with the surrounding community are continually being addressed by Water Services staff, in order to ensure the continued viability of the facility.

In order for you to better understand the location of the Plant; I have included maps of the Plant with proposed expansions, and the Tres Rios Project which will accept the effluent from the Plant. The proposed alternative routes that are in conflict with the Plant have been over-layed on the maps for your convenience.

Mr. Victor M. Mendez, Director
Arizona Department of Transportation
December 27, 2005
Page 2

The City of Phoenix Water Services Department request the ultimate location selected by ADOT for the Loop 202 Freeway alignment and the future I-10 Reliever alignment be routed around the Plant.

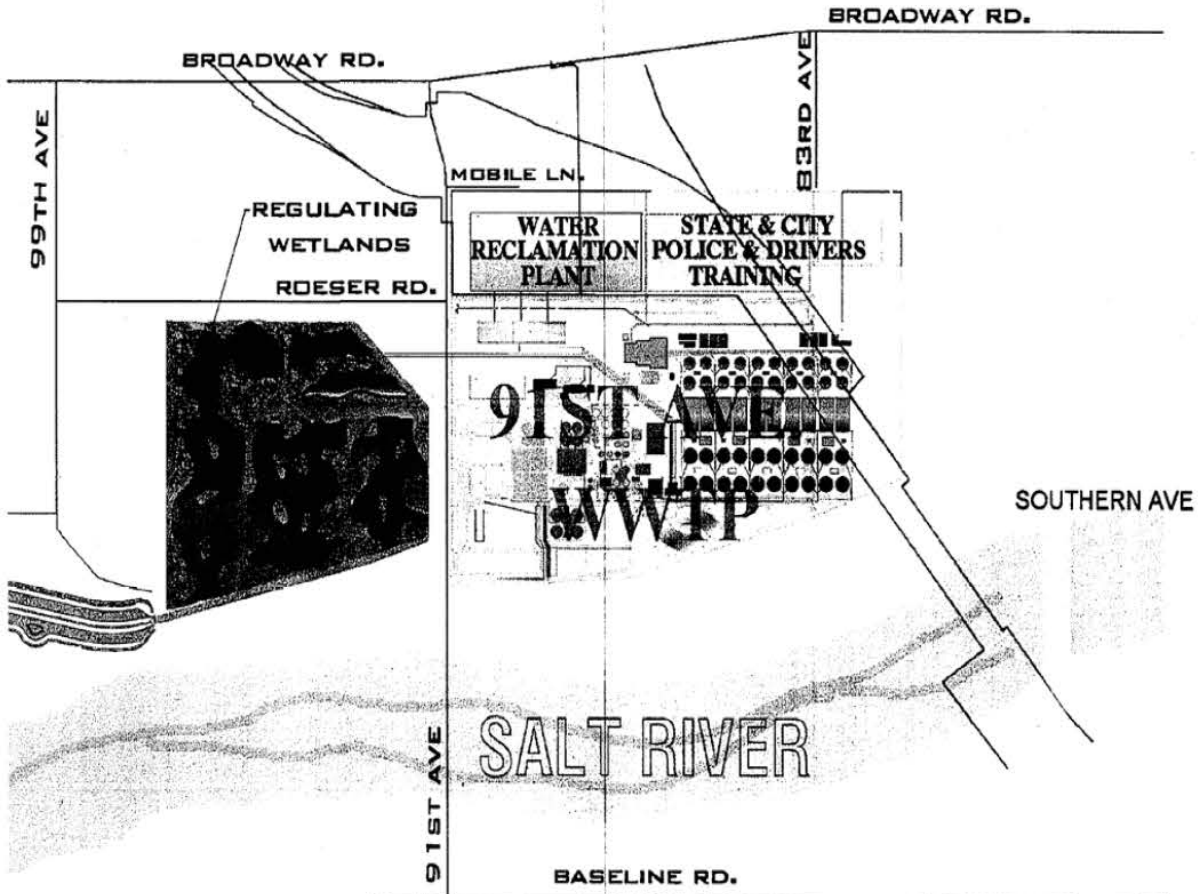
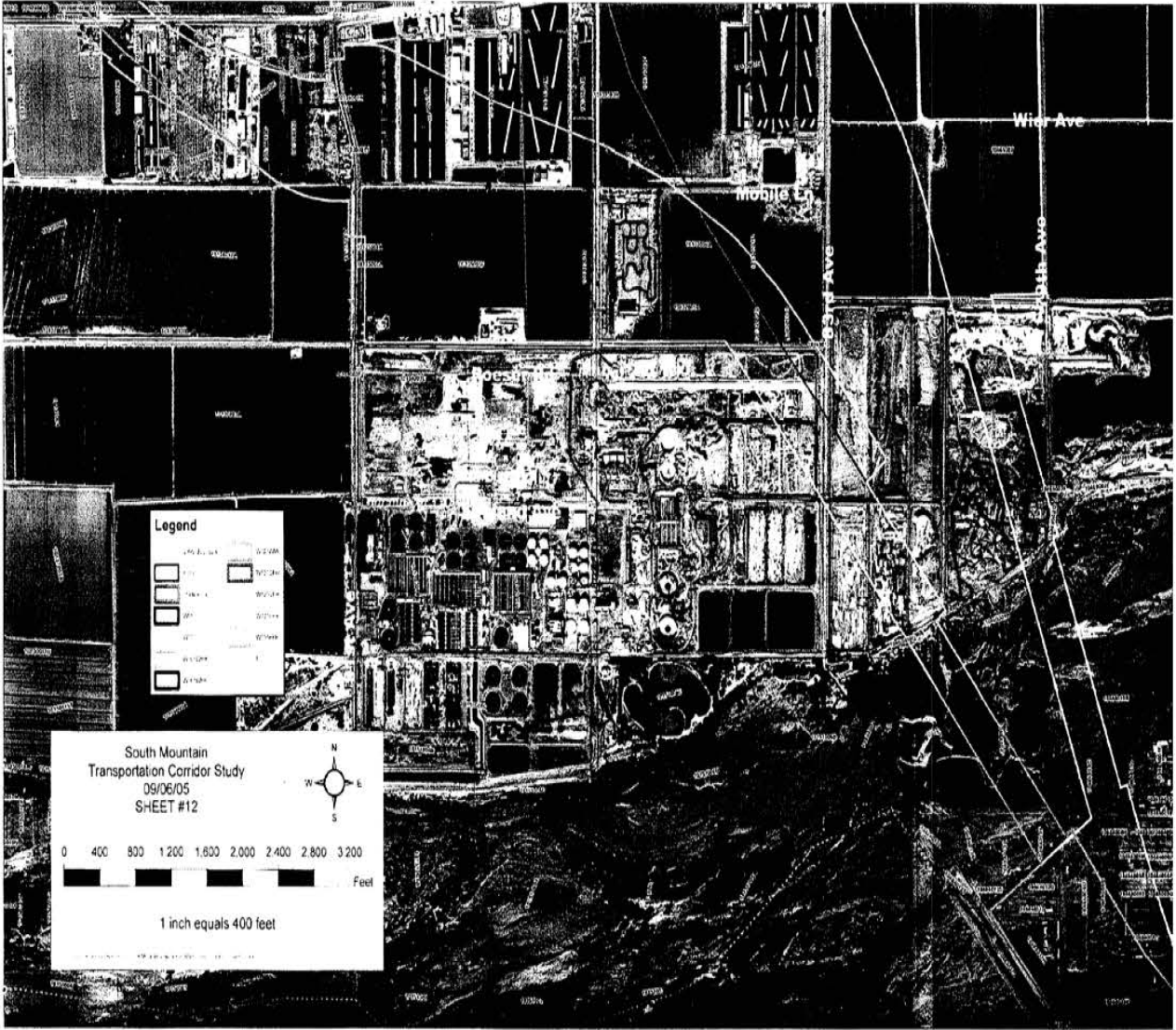
Sincerely,

Danny W. Murphy
Acting Water Services Director

Attachments

c: Thomas E. Callow
Ross D. Blakley
Carlos A. Padilla
Paul Kinshella
Blaine Akine

H/2005corres/ADOT-FreewayAlignmentLtr-Loop202-12-27-05/CAP/rs



**South Mountain Transportation Corridor Study
Impacts study with 91st Ave WWTP Master Plan
and Tres Rios Regulating Wetlands**



City of Phoenix

OFFICE OF THE CITY MANAGER

June 2, 2006

Mr. Victor M. Mendez
Director
Arizona Department of Transportation
205 South 17th Avenue
Room 135 A
Phoenix, Arizona 85007

Dear Mr. Mendez:

The purpose of this letter is to document the City's position concerning the proximity of the South Mountain Freeway to the tank farm at 55th Avenue and Van Buren Street.

The City asks that ADOT agree to make the following changes to the W 55 freeway alignment and design adjacent to the tank farm:

- shift the freeway alignment as far west as possible, while remaining in the vicinity of the 55th Avenue corridor;
- minimize the take of land from the tank farm site;
- build a screen wall or barrier that will block the line of sight from trucks on the freeway mainline and northbound off-ramp into the tank farm. The ramp barrier should be designed to prevent a heavy vehicle from penetrating into the tank farm;
- collaborate with representatives from the Arizona Counter Terrorism Center in developing appropriate protection solutions for the tank farm in relation to potential effects from the freeway right-of-way.

If these alignment changes and design features are incorporated into the W 55 alternative, the freeway will neither cause significant disruption to the operation of the tank farm nor compromise its security.

Sincerely,

Frank Fairbanks
City Manager

cc: Alton Washington
Marcus Aurelius
Thomas E. Callow, P.E.
J. Donald Herp, P.E.



• "Most Livable City" U.S. Conference of Mayors •

January 11, 2006

Mr. Victor M. Mendez, Director
Arizona Department of Transportation
205 South 17th Avenue
Room 135A
Mail Drop 100A
Phoenix, AZ 85007

Re: Proposed Alignment for Arizona Department of Transportation (ADOT)
Loop 202 Freeway near the 91st Avenue Wastewater Treatment Plant

Dear Mr. Mendez:

On December 27, 2005, Danny Murphy, Acting Director of the City of Phoenix Water Services Department, wrote you a letter expressing concern with one of the Loop 202 Freeway alignment alternatives currently being considered by ADOT. The proposed alignment of concern is currently named the "Loop 101 alignment" which proposes several alternative routes to connect to the I-10 Freeway at the 99th Avenue/101 Freeway alignment.

As joint owners of the 91st Avenue Wastewater Treatment Facility, the City of Scottsdale would like to express the same concerns as are spelled out in Mr. Murphy's letter. Specifically of concern are the two alternatives that cross directly through the 91st Avenue Wastewater Treatment Plant.

The 91st Avenue Wastewater Treatment Plant (Plant) is jointly owned by the cities of Glendale, Mesa, Phoenix, Scottsdale, and Tempe, which comprise the Sub-Regional Operating Group, or SROG. For all five of these cities, the continued operation and expansion of the Plant is necessary to support the existing population and new growth. The financial expenditures put into this Plant since its inception in the 1950's represent a significant investment into the future of our community and one that needs to be maintained. Phoenix's Water Services staff, as the primary facility operator, is continually addressing potential conflicts with the surrounding community in order to ensure the continued viability of the facility.

Mr. Victor M. Mendez, Director
 Arizona Department of Transportation
 January 11, 2006
 Page 2

The City of Scottsdale Water Resources Department joins with the City of Phoenix Water Services Department to request that the ultimate location selected by ADOT for the Loop 202 Freeway alignment and the future I-10 Reliever alignment be routed around this critical facility. Mr. Murphy included in his letter maps to further clarify our position and provide you information on the location of the 91st Avenue Wastewater Facility in relation to your alternatives.

Sincerely,



David M. Mansfield
 General Manager, Water Resources Department

c: Dave Petty, Acting Planning and Engineering Director
 Greg Crossman, Sr. Water Resources Engineer



City of Phoenix
 OFFICE OF THE CITY MANAGER

November 24, 2009

Ms. Susanne Rothwell
 President PMPC
 For the PMPC Board
 P.O. Box 26121
 Phoenix, AZ 85068-6121

Dear Susanne:

Thank you for your letter on behalf of the Phoenix Mountain Preservation Council (PMPC). I appreciate the position of the PMPC on the specific alignment of the proposed Loop 202 Freeway around South Mountain Park. The City of Phoenix has no formal role in the approval process. However, I thought it would be useful to lay out the review process.

The proposed Loop 202 alignment is being evaluated through an Environmental Impact Statement (EIS) process administered by the Arizona Department of Transportation (ADOT) on behalf of the Federal Highway Administration (FHWA). It is currently funded by the Regional Transportation Plan (RTP) that was approved by the Maricopa region's voters in 2004.

According to ADOT, upon completion of the Administrative Draft EIS, the document will be reviewed by FHWA and other governmental agencies. ADOT's timeline for release of the Draft EIS and the associated public hearing is largely based on this review process. At this time, ADOT anticipates publication of the Draft EIS and the public hearing will occur in summer 2010, with an associated 90-day public comment period (twice the federal requirement). The Final EIS will be available for public review during a 60-day comment period. After considering any comments received on the Final EIS, FHWA will issue a Record of Decision (ROD). The ROD will identify the selected alternative for the proposed action. If a build alternative is selected, Maricopa Association of Governments (MAG) will allocate funding.

Further, ADOT and FHWA will continue to seek input from the public, agencies, and jurisdictions regarding the proposed freeway through the design phase and construction, if a build alternative is selected. In addition to the public hearing associated with the Draft EIS, ADOT plans to meet with the public and the Citizens Advisory Team regarding changes to the RTP and Draft EIS. I understand that the next Citizens Advisory Team meeting is planned for early 2010. A newsletter from ADOT providing updates about the study process is also planned for early 2010.





July 18, 2010

Mr. Robert Hollis
Division Administrator
Federal Highway Administration
4000 North Central Avenue, Suite 1500
Phoenix, AZ 85012-1906

RE: South Mountain Freeway (SR202L) Alignment at Dobbins Road

Mr. Hollis:

This letter is a follow up to our meeting of July, 8, 2010 where we discussed the alignment change of the South Mountain Freeway (SR202L) at Dobbins Road. The City of Phoenix would like to revisit the proposal under consideration to change the freeway alignment from 61st Avenue to 63rd Avenue at Dobbins Road.

A Future Freeway designation has been on the City of Phoenix' General Plan Map since 1985. Originally the alignment was shown on 59th Avenue. In 1988, City Council approved GPA-SM-5-87-7, an amendment that changed the designation to Freeways/Parkways and moved the alignment to 61st Avenue. Since that time all of the city's planning efforts and entitlement processes have been based on the freeway alignment through Laveen along 61st Avenue.

In 1999, the City Council approved GPA-SM-3-97-7, an amendment that mapped the Southwest Growth Study and established the Laveen Village Core centered at 59th Avenue and Dobbins Road on the land use map. Two subsequent amendments, GPA-LV-2-00-7 and GPA-LV-1-01-7, established the mixed use designation along the freeway alignment. Between 2000 and 2009, there have been several rezoning cases approved based on the 61st Avenue alignment for the South Mountain Freeway.

One of these rezoning cases was for a proposed hospital. The nearest hospital to the Laveen Village is the Banner Estrella Medical Center at Thomas Road and the Loop 101, which is approximately nine miles from the proposed hospital within the designated Laveen Core. Aside from the need for nearby medical facilities, the proposed hospital will bring employment to an area that is currently a majority of single-family residential. A hospital of such size will also attract other medical offices and clinics thus spurring more employment opportunities, as well as local retail and services that will support employees and the surrounding area. ADOT's current alignment along 63rd Avenue will seriously impact the proposed hospital site by reducing the contiguous area available for current and future development of the site. This alignment would make the site unsuitable for a large regional medical facility.

RECEIVED
ADOT

AUG 24 2010

Valley Project
Management

The Arizona Department of Transportation (ADOT) made the alignment shift in order to avoid several agricultural properties determined eligible for listing on the National Register of Historic Places. These properties are not currently listed on the Phoenix Historic Property Register or the National Register of Historic Places, and there are no plans in process to pursue these designations. We have discussed these historic properties with our Historic Preservation Officer (HPO) who feels that the impacts to these properties can be minimized and/or mitigated to the satisfaction of all stakeholders, including the State Historic Preservation Office. The HPO is also willing to assist FHWA with its efforts to consult further with the SHPO on this project. Another option would be to alter the Dobbins Road Traffic Interchange (TI) to avoid or minimize disruption to the historic properties.

Moving the alignment back to the 61st Avenue alignment would save the taxpayers approximately \$1.5 million dollars by reducing the amount of paving.

In summary, the City of Phoenix requests that ADOT consider moving the South Mountain Freeway alignment back to the 61st Avenue in the area of Dobbins Road. Because the city of Phoenix has relied on the 61st Avenue alignment to make land use decisions for more than two decades, the level of community disruption that would be caused by any other alignment other than 61st Avenue would be severe, and the city's confidence that the impacts to historic properties can be successfully mitigated, the city's position is that the 61st Avenue alignment is the only "prudent and feasible" alignment for the South Mountain Freeway alignment. Please free to contact Wylie Bearup, Street Transportation Director, if you wish to discuss this further.

Sincerely,

Rick Naimark
Deputy City Manager

C: Robert Samour, ADOT
Larry Langer, ADOT
Mike Bruder, ADOT
Wylie Bearup, Street Transportation
John Siefert, Street Transportation
Dan Matthews, Street Transportation
Shane Silsby, Street Transportation
Michelle Dodds, Planning
Barbara Stocklin, Historic Preservation Office



City of Phoenix
OFFICE OF THE CITY COUNCIL

MICHAEL NOWAKOWSKI
COUNCILMEMBER
DISTRICT 7

December 22, 2009

602-262-7492
Fax: 602-534-4816
TTY: 602-495-5810
council.district.7@phoenix.gov

Mr. John Halikowski
Director
Arizona Department of Transportation
206 South 17th Avenue, Room 135, Mail Drop 100A
Phoenix, Arizona 85007

Dear Mr. Halikowski:

As the Phoenix City Councilmember whose Council District will be most impacted by the north-south alignment of the South Mountain Freeway (Loop 202), I am writing to ask that the freeway planning efforts continue to move forward without delay.

As you know, the South Mountain Freeway has been part of the Regional Transportation Plan since the voters approved Proposition 300 in October 1985. It is my understanding that because of the age of the Design Concept Report, the environmental issues and the alignment being adjacent to the Gila River Indian Community (GRIC), the Federal Highway Administration and the Arizona Department of Transportation (ADOT) began an Environment Impact Statement (EIS) in 2001 that was expected to be completed in 2005. Since the EIS was started, the voters in this region again approved the South Mountain Freeway in 2004. But, at this time, we are still awaiting a Record of Decision on the corridor.

Recently, there have been numerous news accounts about discussions between ADOT, the Maricopa Association of Governments (MAG) and the GRIC regarding options for the east-west segment of the freeway. While I applaud the efforts to make sure that the most cost effective and least intrusive freeway plan be built, I want to make sure that the entire project is not slowed down while discussions take place. The residents in my Council District have waited patiently while the EIS has been drawn out. I want to confirm that ADOT will release the draft EIS for public review in 2010 and move toward the construction phase quickly.

City of Phoenix staff have spoken highly of your leadership at ADOT. I look forward to working with you to ensure that the South Mountain Freeway is built and is successful. If you have any questions, please call me at (602) 262-7492.

Sincerely,

Michael Nowakowski
Councilmember – District 7

c: Ed Zuercher, Assistant City Manager, City of Phoenix
Dennis Smith, Executive Director, MAG

200 W. Washington St., 11th Floor, Phoenix, Arizona 85003-1611 • phoenix.gov/district7

Revised Page

City of Tempe
P.O. Box 5002
255 E. Marigold Ln.
Tempe, AZ 85281
480-350-8207



The Tempe Way *Our Mission* To make Tempe the best place to live, work and play. *We Value* People... Integrity... Respect... Openness... Creativity... Quality...

Water Utilities
Department

January 18, 2006

Mr. Victor M. Mendez, Director
Arizona Department of Transportation
205 South 17th Avenue
Room 135A
Mail Drop 100A
Phoenix, Arizona 85007

Re: Proposed Alignment for Arizona Department of Transportation (ADOT) Loop 202 Freeway near the 91st Avenue Wastewater Treatment Plant

Dear Mr. Mendez:

I am writing to express the City of Tempe's concern regarding any proposed freeway alignment that may impact current operation or future expansion of the 91st Avenue Wastewater Treatment Plant. The 91st Avenue Plant is owned by the Sub-Regional Operating Group (SROG) which includes the Cities of Glendale, Mesa, Scottsdale, Tempe, and the City of Phoenix that operates the facility for the SROG partnership.

In his letter of December 27, 2005, Mr. Danny W. Murphy, Acting Water Services Director, City of Phoenix, expressed the SROG Cities' concerns regarding freeway alignments that could impact the 91st Avenue Plant. The City of Tempe shares those concerns which include the significant investment to support both the existing population as well as future growth in the community.

The City of Tempe Water Utilities Department joins the City of Phoenix in its request that ADOT route freeway alignments around the 91st Avenue Wastewater Plant.

Sincerely,

Don Hawkes
Water Utilities Manager

City of TOLLESON

9555 WEST VAN BUREN TOLLESON, ARIZONA 85353 PHONE: 623-936-7111 ADMINISTRATION FAX: 623-907-2629



May 27, 2003

Arizona State Department of Transportation
ATTN: Mr. Bill Hayden, Special Assistant
State Engineer's Office
206 S. 17th Avenue
Room 101A
Phoenix, Arizona 85007

RE: South Mountain Transportation Corridor Alternative Screening Report, Version
2.0/March 2003 Review and Comments

Dear Mr. Hayden:

On behalf of the Tolleson Mayor and Council I would like to thank you and the South Mountain Transportation Corridor Team for taking the time to visit Tolleson on March 19, 2003 for the purpose of allowing Tolleson an opportunity to comment on the proposed alternatives for the South Mountain Freeway.

Regionally speaking, I acknowledge the need for an alignment that not only moves traffic but is also logistically placed, however, there are significant cultural, financial and social issues and material technical elements that, in my opinion, make Alternatives #2 and #3 non-viable within our city corporate limits. As you will read in this letter, Alternatives #2 and #3 are, and will be, vehemently opposed by Tolleson. Tolleson strongly recommends that the South Mountain Freeway be located at its originally planned location, Alternative #1.

The Tolleson community would once again be disproportionately prejudiced by the extension of the South Mountain Freeway from Loop 101 along Alternatives #2 or #3. As you are aware, Tolleson is a small community comprised of six square miles, two miles of which are currently bisected by I-10. The citizens of Tolleson are predominately Hispanic, earning less than the average median income. Obviously, given the elements of our City and its citizens, you can see our resources are limited. The City's ability to effectively protest the proposed alignments or of its citizens to fight the siting of another freeway in their backyards is also limited. Clearly, Tolleson and its proud population have been the victims of previous highway construction. Tolleson's citizens were the last group to get a sound wall and the noise producing elevated interchange of I-10 and Loop 101 in Tolleson are recent examples of this blatant abuse of the disadvantaged. While some on the council are claiming the siting of the South Mountain Freeway in Tolleson

"Serve Today, Plan For Tomorrow."

So. Min. Alt. Screening Report Comments
May 29, 2003

would perpetuate the institutional racism Tolleson and its citizens have suffered in the past, this letter is written with the request that the siting not be the result of what route offers the least resistance.

If the Loop 101/South Mountain Freeway extends south into Tolleson four of Tolleson's six square miles would be adversely impacted by freeways. Economically valuable property along the City's main industrial and retail corridor (99th Avenue) would be completely destroyed or severely diminished. After the South Mountain Freeway extension, land on the east side of 99th Avenue (Tolleson property) would be totally taken or only shallow development parcels would remain. Traffic on 99th Avenue in Tolleson, once a dynamic roadway, would be an awkward roadway no longer serving businesses on both frontages. From a General Plan and Land Use perspective and following a similar pattern with the construction of I-10 and Loop 101, both Alternatives #2 and #3 require a taking of large parcels of undeveloped land in Tolleson. Based on a percentage of incorporated square miles Tolleson has provided the most property for freeways during the past 15 years. When the 101 was connected to I-10 from the north, prime commercial and industrial property along McDowell was taken for retention and detention of waters flowing south from Glendale and Phoenix. Additional freeway takings will only add to the already high ratio of freeway dedicated land versus that developed or to be developed.

Both Alternatives drastically impact the ability of Tolleson to serve water to its residential and corporate citizens. Two wells serve all of Tolleson's water needs. Alternatives #2 and #3 wipe out Tolleson's only two water production wells.

We hope you are aware that there is a massive pollution plume comprised primarily of TCE directly east of Tolleson and over the recent past has continued its westward flow to Tolleson. The plume's western edge is at Tolleson's east border. The City has shut down its eastern most wells and has had to relocate its two wells in western Tolleson. These wells are now in the path of Alternatives #2 and #3. Tolleson has no land in its boundaries east of 99th Avenue and north of Van Buren, in short if 101 is extended south in Tolleson, Tolleson would lose its wells and would have to move its wells back east, back towards the pollution plume.

In addition to the wells and adjoining storage facilities, each well has water treatment facilities that provide the necessary purification to the water. Tolleson spent millions of dollars on the facilities. The electro dialysis reversal (EDR) systems are utilized for the treatment and purification of water, including water used by Pepsico for their production of Gatorade. The production wells, booster pumps, electrical panels, stand-by natural gas driven diesel engine, metering and production equipment and building as well as the twelve inch (12") major transmission water lines leading to and from the production wells would perhaps require relocation and/or abandonment. A permanent or temporary curtailment of water production will create a severe water shortage in the city, for the average daily use is approximately 3.0 million gallons of water. Any reduction in water production would bring about a crisis for both commercial (Gatorade and milk facilities at Fry's) and residential users as well as severely inhibiting fire suppression capabilities.

So. Mtn. Alt. Screening Report Comments
May 29, 2003

ADOT will be required to pay for the complete replacement of these important water utility facilities.

Alternatives #2 and #3 would have a significant impact on local and regional sewer lines. Four major sewer lines serving the Tolleson and the Phoenix Sewage Treatment facilities rest in the path of both alternatives. Currently, a 66" sewer main runs in 99th Avenue. This major trunk line serves the northern affiliated parties/cities and would require relocation and major modifications at 99th Avenue and McDowell Road as well as major reconstruction of the diversion structure facility at 99th Avenue and Van Buren. Any existing or future businesses fronting 99th Avenue would be disrupted due to the inability to provide sewer service. Loss of operations would result in reduction of respective business operating profits and loss of city sales tax.

The sewer lines – 60", 48" and 42" – run east and west and parallel the Union Pacific Railroad tracks from 99th Avenue easterly to 95th Avenue. At this juncture the lines turn south and are joined by yet another 27" line, all leading south on 95th Avenue under Buckeye Road into the regional City of Tolleson Wastewater Treatment Plant head works facility. Replacement lines, whether permanent or temporary, would be required so as not to create a disruption in sewage flows being discharged by various affiliated parties – i.e., Sun City, Youngtown, Peoria, Glendale, Phoenix and Tolleson - and headed south to the respective sewage treatment facilities in Phoenix and Tolleson. Any below grade freeway would obviously destroy the regional transmission grid.

Any stoppage in sewer flows would trigger a reduction in effluent being discharged by Tolleson, pursuant to a contract, into a 53" line connected to the Palo Verde Nuclear Generating Plant where the water is used to cool nuclear generating system turbines. Failure to meet contractual obligations between Arizona Public Service will most definitely result in litigation against the City of Tolleson.

With respect to arterial streets and proposed intersection improvements, Alternatives #2 and #3 will create major modifications to the existing intersection at 99th Avenue and Van Buren, and eventually lead to water and sewer lines displacement and/or relocation. The proposed alignment would require a half or full diamond interchange somewhere between 96th and 99th Avenues. These improvements would increase traffic in the immediate vicinity and ultimately have an adverse traffic impact on Tolleson's major streets, Van Buren and 99th Avenue. Local traffic could no longer utilize local streets for through traffic. Obviously, the increase in traffic will affect the service level of Van Buren Street, Tolleson's downtown main street.

Environmentally, the proposed Alternatives #2 and #3 fail to recognize both the pollution plume referred to earlier and the hazardous site at approximately 97th Avenue and Harrison Street. The site, running from 97th Avenue westerly to approximately 150 feet east of 99th Avenue, has been abandoned for years, and at last report, the site is being remediated to the air by a mechanical device.

So. Mtn. Alt. Screening Report Comments
May 29, 2003

The proximity of Alternatives #2 and #3 to the residential area immediately east of the proposed alignments would drastically exacerbate existing noise pollution levels stemming from the stack at 99th Avenue and I-10. Virtually, all of the residential community between 91st and 97th Avenue north and south of Van Buren will be affected by the proposed alignments. The 97th Avenue alignment would also have a detrimental effect on the neighboring Tolleson Union High School Alternative Campus, which lies within a few feet east of the proposed alignment. Furthermore, increased traffic will adversely impact air quality within the adjacent residential neighborhood.

The numerous trucking/warehousing businesses would require rerouting due to the proposed alignment along 99th Avenue, and obviously some of the same truck traffic will eventually end up on Tolleson's main street, in search of the path of least resistance – fewer left turns.

The study prepared by the committee completely ignores the floodplain caused by the railroad tracks and the compounding of the floodplain's problems caused by the Alternatives. The existing floodplain located within the City and designated as Category A Floodplain will require major modifications. Construction of either Alternative #2 or #3 without a natural flow will increase the geographical size of the flood plain. It currently lies south of Jefferson Street, and any major barrier will affect the plain, possibly as far north as Van Buren.

Alternatives #2 and #3 represent Tolleson's biggest threat to financial ruin. Both alignments create devastating economic impacts that will last an eternity. Elimination of jobs, loss of primary property tax revenues and secondary tax revenues that fund city and schools capital bond projects, reduction of current sales tax revenues as well as projected General Plan retail service developments, and most importantly, loss of development and building permitting fees generated as a result of construction have huge budget implications. From a service delivery perspective, the City of Tolleson would have to reduce the General Fund operating budget in order to meet the cumulative loss generated by the construction of the South Mountain Freeway through the heart of Tolleson's commercial and industrial development corridor. Prime commercial and industrial land and accompanying improvements would be affected by the South Mountain Freeway. The adverse multiplier impact is unknown however; it would touch on all of the elements mentioned above.

The meeting held at the Southwest Valley Chamber of Commerce on Monday, May 5, 2003 did little to fairly address the devastation of Tolleson and its citizens caused by the construction of Alternatives #2 or #3. Frankly, if a western alignment of the South Mountain Freeway (west of 51st Avenue) is required the alignment for Alternative #9 should be readdressed. An alignment of Alternative #9 just west of the 107th alignment appears to be a route with less impact. Your preliminary route for Alternative #9 literally destroys existing warehouses – Sara Lee, Lisanti, and States Logistics – and is projected to be constructed on the parcel that PepsiCo recently purchased for a regional warehouse. A route slightly west of this path avoids these problems. Perhaps the safety issues regarding the Alternative #9 "S" curve conceptual design should be revisited.

So. Mtn. Alt. Screening Report Comments
May 29, 2003

Mr. Hayden, it is quite evident that the City of Tolleson is very disturbed at the notion of having Alternatives #2, #3 or #9 constructed in Tolleson. As I mentioned previously, I strongly agree that we need a regional alignment for the South Mountain Freeway, one that moves traffic and is not as devastating to a city's culture or economy such as the Alternatives discussed above.

Again, thank you for your visits and your interest in our community. Please feel free to call me if you have any questions regarding this letter.

Sincerely,


Ralph Velez
City Manager

cc: Amy S. Edwards, HDR Transportation Engineer
Bill Vachon, FHWA, Senior Area Engineer
Floyd Roehrich, Jr., ADOT, Senior Project Manager

RESOLUTION NO. 937

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
TOLLESON REAFFIRMING THE 61st AVENUE ALIGNMENT
OF A PORTION OF THE SOUTH MOUNTAIN FREEWAY
(STATE ROUTE LOOP 202), BETWEEN INTERSTATE 10
WEST AND 51st AVENUE.**

WHEREAS, the Phoenix City Council recommended the alignment of the South Mountain Freeway (State Route Loop 202) in early 1985, which included the 61st Avenue alignment; and

WHEREAS, the alignment recommended by the Phoenix City Council was approved by the Maricopa Association of Governments as part of the Long-Range Transportation Plan in July, 1985; and

WHEREAS, voters of Maricopa County approved a sales tax in October 1985 to fund new freeways in Maricopa County, including the South Mountain Freeway; and

WHEREAS, the information supplied to voters prior to the election showed the South Mountain Freeway on the 61st Avenue alignment; and

WHEREAS, subsequent adoptions of the Long-Range Transportation Plan since 1985 have continued to show the 61st Avenue alignment for the north/south portion of this freeway; and

WHEREAS, the adopted Phoenix General Plan has consistently shown the 61 Avenue alignment for this freeway; and

WHEREAS, the land uses shown on the Phoenix General Plan are entirely consistent with, and dependent upon, the 61st Avenue alignment; and

WHEREAS, the City has approved numerous development plans since 1985 along and adjacent to the 61st Avenue alignment; and

WHEREAS, the current study of this freeway includes the 61st Avenue alignment as one alternative; and

WHEREAS, the Phoenix City Council deems the 61st Avenue alignment to provide the best traffic service to the citizens of Phoenix and the region, of the alternatives now under study; now, therefore,

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF TOLLESON that it **fully supports and endorses the 61st Avenue alignment**, between Interstate 10 West and 51 Avenue south of Elliot Road, as the most effective and efficient route for the South Mountain Freeway

PASSED by the Council of the City of Tolleson this 23rd day of March, 2004.

CITY OF TOLLESON

RESOLUTION NO. 978

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF TOLLESON, MARICOPA COUNTY, ARIZONA, SUPPORTING THE ORIGINAL ALIGNMENT FOR THE SOUTH MOUNTAIN FREEWAY (HIGHWAY 101 SOUTH EXTENSION) NEAR 55TH AVENUE IN THE CITY OF PHOENIX.

WHEREAS, in 1988 the Arizona Transportation Board approved (the "Approval") a north and south alignment of the South Mountain Freeway (Highway 101 South Extension) between 55th and 63rd Avenues in the City of Phoenix (the "55th Avenue Alignment"); and

WHEREAS, since the Approval and in reliance on the 55th Avenue Alignment, the City of Phoenix ("Phoenix") and the City of Tolleson ("Tolleson") have made long term land planning decisions and have expended substantial amounts of public funds assuming that a major freeway would be located in the vicinity of 55th Avenue and not at 99th Avenue; and

WHEREAS, based on the Approval and the land use decisions made by Phoenix and Tolleson, private businesses have located in the region and expended hundreds of millions of dollars assuming that a major freeway would be located in the vicinity of 55th Avenue and not at 99th Avenue; and

WHEREAS, Tolleson is comprised of approximately six (6) square miles, several of which are already utilized by the I-10 Freeway; and

WHEREAS, an alignment of the South Mountain Freeway in or near 99th Avenue would have devastating impact on Tolleson, including but not limited to:

- A. Economic and functional destruction of one of only three major commercial north-south corridors in Tolleson,
- B. Destruction of many of Tolleson's largest businesses which would result in a substantial loss of assessed valuation and jobs,
- C. A lowering of Tolleson's assessed valuation would result in a significant increase in Tolleson's tax rate to be levied on the remaining residents and businesses in Tolleson,
- D. An increase in the noise level in nearby Tolleson neighborhoods and schools, and

Adolfo F. Gámez, Mayor

APPROVED AS TO FORM:

Scott W. Ruby, City Attorney

ATTEST:

Chris Hagen-Hurley, City Clerk

E. The possible taking of two or three Tolleson wells and the water treatment plants associated with the wells and the taking of other significant local and regional utility facilities.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF TOLLESON, MARICOPA COUNTY, ARIZONA, AS FOLLOWS:

Section 1. The Mayor and Council after careful examination of the potential impact of all proposed north-south alignments for the South Mountain Freeway, strongly endorses and supports the 55th Avenue alignment of the South Mountain Freeway made by the Arizona Transportation Board in 1988.

Section 2. The Tolleson Manager and Clerk are hereby directed to disseminate this resolution to the Arizona Department of Transportation, City of Phoenix, Federal Highway Administration and any other entities or agencies involved in the process of selecting the alignment of the South Mountain Freeway.

PASSED AND ADOPTED by the Mayor and Council of the City of Tolleson, Arizona, on this _____ day of December, 2005.

Adolfo F. Gamez, Mayor

ATTEST:

Chris Hagen, City Clerk

APPROVED AS TO FORM:

Scott W. Ruby, City Attorney

CERTIFICATION

I, Chris Hagen, the duly appointed and acting Clerk of the City of Tolleson, Arizona, do hereby certify that the above and foregoing Resolution No. _____ was duly passed by the City Council of the City of Tolleson, Arizona, at a regular meeting held on December _____, 2005, and the vote was ____ aye's and ____ nay's and that the Mayor and ____ Council Members were present thereat.

DATED: December 13, 2005.

Chris Hagen, City Clerk



City of Tolleson

9555 West Van Buren Street • Tolleson, Arizona 85353 • 623.936.7111 • fax 623.907.2629

To: Citizens Advisory Team

From: Mayor Adolfo Gamez, Vice-Mayor Jose Diego Espinoza, Council Members Kathy Farr, Estevan "Steve" Gem, Linda Laborin, Ana Solorio Tovar and Juan F. Rodriguez

Date: April 19, 2006

Re: Adverse Impact of the W101 Alternatives on the City of Tolleson

As members of the elected body charged with protecting and preserving the community of Tolleson, we offer the following responses to the numerous assumptions regarding the W101 alternatives based on the outdated data resulting from the Maricopa Association of Governments transportation study of 2003. Not only do we believe these assumptions to be skewed by the use of insufficient data, but they further distort perception by failing to consider the direct effect on a grossly underserved population – most notable of which is the 78% Hispanic population of Tolleson.

Existing Land Uses: At the heart of Tolleson's mission is the preservation of its most prime commercial properties that promise an economic foundation to support all municipal/social services delivered to a constituency comprised of more than 51% low-to-moderate income persons. Page 1 of 10 of the Draft Summary of Impacts for the Western Section Alternatives under the existing land use categories of Commercial/Industrial and Open Space/Undeveloped represents the entire 99th Avenue Growth Area hard zoned in Tolleson's General Plan for major retail uses. Based on current projections, this growth area's potential economic impact to our city ranges from 8 to 10 million dollars in retail sales tax revenues – a staggering amount when one considers Tolleson's six-square miles hosts only three major growth areas.



Office of the City Council

8401 West Monroe Street
Peoria, Arizona 85345
(623) 773-7306
Fax (623) 773-7301

May 10, 2006

Mr. Victor Mendez, Director
Arizona Department of Transportation
206 South 17th Avenue, MD 100A
Phoenix, AZ 85007

Re: Recommended Alignment for Loop 202,
55th Avenue through the City of Phoenix

Dear Mr. Mendez:

The City of Peoria (City) has been indirectly involved in the discussions of where the appropriate alignment of the South Mountain freeway (Loop 202) should intersect with Interstate 10. The City firmly agrees with the recommendations of the Cities of Avondale, Goodyear, Litchfield, Phoenix and Tolleson, that the original alignment of 55th Avenue be the alignment of choice.

Sincerely,

John C. Keegan
Mayor

c: David A. Moody, P.E., Engineering Director

DAM:cg
I:\admin\letters\Victor Mendez_from Mayor-0506

RESOLUTION NO. 20-06

A RESOLUTION OF THE COUNCIL OF THE TOWN OF BUCKEYE, ARIZONA, SUPPORTING THE PROPOSED ALIGNMENT OF THE SOUTH MOUNTAIN FREEWAY ALONG 55TH AVENUE.

WHEREAS, the Town of Buckeye (the "Town") has been presented with information by the Arizona Department of Transportation ("ADOT") and its consultants, HDR Engineering, Inc. ("HDR"), regarding various alignments of the planned South Mountain Freeway, including proposed alignments that would connect the South Mountain Freeway with Interstate 10 at its intersection with the Loop 101 Freeway near 99th Avenue (the 99th Avenue Alignments"); and

WHEREAS, the proposed 99th Avenue Alignments would seriously impact the ability to develop 99th Avenue as a key West Valley commercial corridor, as is currently planned, and would have a negative impact on the future development of West Valley communities, particularly the important Cities of Tolleson and Avondale; and

WHEREAS, the Regional Transportation Plan adopted by the Maricopa Association of Governments has consistently shown the alignment of the South Mountain Freeway such that it would intersect with Interstate 10 near 55th Avenue (the "55th Avenue Alignment"); and

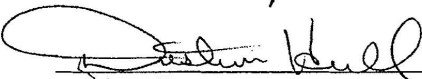
WHEREAS, the City of Phoenix, the City of Tolleson, the City of Avondale and the Town of Buckeye have planned for growth in their respective jurisdictions over the past two decades relying upon the 55th Avenue Alignment, and changing the Alignment in the face of such long term reliance and planning is irresponsible and inappropriate,

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE TOWN OF BUCKEYE as follows:

SECTION 1. That the Town hereby adamantly opposes the 99th Avenue Alignments for the South Mountain Freeway.

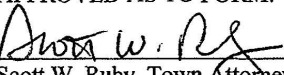
SECTION 2. That the Town hereby supports ADOT moving forward with the 55th Avenue Alignment as included in the adopted Maricopa Association of Governments Regional Transportation Plan.

PASSED AND ADOPTED by the Council of the Town of Buckeye, April 18, 2006.


Dustin Hull, Mayor

ATTEST:

Linda Garrison, Town Clerk

APPROVED AS TO FORM:

Scott W. Ruby, Town Attorney

RESOLUTION NO. 06-05
A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF GILA BEND, ARIZONA, HEREBY SUPPORTING THE PROPOSED ALIGNMENT OF THE SOUTH MOUNTAIN FREEWAY ALONG 55th AVENUE.

WHEREAS, multiple cities and towns in Maricopa County have planned for the growth in their respective jurisdictions relying on the 55th Avenue alignment for the past two decades as previously approved by MAG;

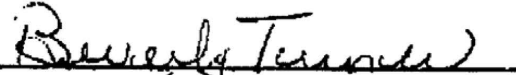
NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF GILA BEND, ARIZONA, AS FOLLOWS:


Section 1. That the Town of Gila Bend hereby opposes the 99th Avenue alignments for the South Mountain Freeway as proposed by ADOT

Section 2. That the Town of Gila Bend hereby supports ADOT moving forward with the 55th Avenue alignment as included in adopted Maricopa Association of Governments Regional Transportation Plan.

RESOLVED, PASSED, AND ADOPTED by a majority of a quorum of the members of the Town Council of the Town of Gila Bend present and voting this 25th day of April, 2006.


Daniel Birchfield, Mayor

ATTEST:

Beverly Turner, CMC
Town Clerk

APPROVED AS TO FORM:

Steven W. McClure
Town Attorney



February 15, 1990

Ms. Dorothy Hallock
Comprehensive Planner
Office of Planning and Evaluation
Gila Indian River Community
P.O. Box 97
Sacaton, Arizona 85247

RE: Contract No. 88-24
Price Expressway General Consultant
TRACS No. H-2222-01D
Existing R.O.W. definition along GRIC Boundary
(per discussion at 2-2-90 review meeting)

Dear Dorothy:

First of all, I wish to express our thanks to you and Mr. Antone for taking time out of your busy schedules to meet with ADOT at our HDR office on Friday, February 2, 1990. Although this writer was not present, our representatives, Mr. Larry Kyle and Mr. Oliver Antony, felt the design overview meeting was productive and beneficial to all.

The primary purpose of this letter is an endeavor to resolve the question (if there is in fact a question) of the GRIC boundary line location along the proposed Santan Freeway alignment. As Mr. Antony described your concern to me, the apparent reach in question is between Price Road westerly to the Kyrene Road area, where you indicated there is a "sliver" of property in question.

To that end, I am transmitting to you four (4) maps of the existing right-of-way points this office has developed, along the Santan alignment, for our client ADOT. Substantially all of the control monuments (i.e. section corners, quarter corners, etc.) have been field-surveyed, confirmed, and ground-grid coordinates have been calculated for these points. A great number of these control monuments were also utilized by ADOT when they provided topographic mapping to HDR for the above-referenced project, and this office has confirmed ADOT coordinate closures within one (1) part in 48,280; within a maximum coordinate deviation of 0.003 foot. Therefore, we feel our points shown are very accurate.

HDR Engineering, Inc.

Suite 205
3353 N. 16th Street
Phoenix, Arizona
85016-3226

Telephone
602 264-0731

Page Two
Ms. Dorothy Hallock
February 15, 1990

I would suggest you or your surveyor contact our surveying subconsultant, Mr. Steve Mortensen, Project Engineering Consultants (PEC), 3130 N. 35th Avenue, Suite #1, Phoenix, AZ 85017; Tel. (602) 484-7691, and resolve any differences. I will, likewise, direct Mr. Mortensen to contact you on this matter. We want to immediately resolve this issue, if there is in fact a problem, with the boundary line indicated. The two surveyors may have to resolve the issue with the Maricopa County Surveyor, if discrepancies are found. I am attaching a copy of the legal description you provided to HDR on 2-2-90, as a result of the review meeting, which describes to GRIC exterior boundary.

I hope the enclosed mapping will be beneficial to you. If we can be of any assistance, feel free to contact this writer or Mr. Mortensen at PEC.

Respectfully Submitted,

HDR ENGINEERING, INC.

F. E. Heaston

F.E. "Woody" Heaston, P.E.
Project Manager - Price Road GEC

FEH/jm/abs

cc: Steve Mortensen (PEC) w/maps
George Wallace/Steve Martin (ADOT) w/maps
HDR File

Attachments: o Existing R.O.W. Maps, (Dwg. ERW-11, 12, 13 & 14) - Preliminary
o Minutes of 2-2-90 review meeting, and legal description from Ms. Hallock (legal description dated 9-12-89 - revised).